

SAFETY Network

April 2007

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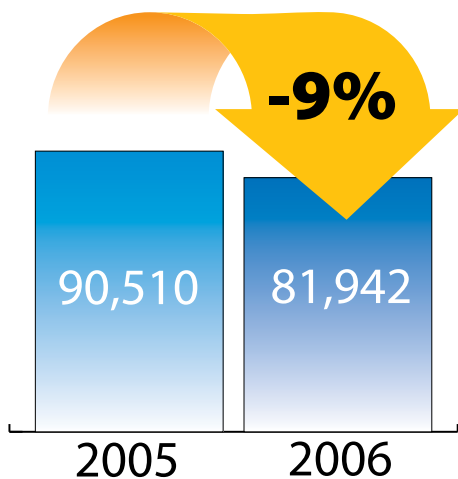
STATE'S TRAFFIC DEATHS DECLINE FOR FOURTH YEAR

Traffic injuries fell 9 percent in 2006

Overall, Michigan fared well in 2006 when traffic fatalities, crashes and injuries fell to levels last seen during World War II, according to figures from the Michigan State Police, Criminal Justice Information Center.

A sizable decrease came in traffic-related injuries, which fell 9 percent, from 90,510 in 2005 to 81,942 in 2006. Deaths fell 4 percent, from 1,129 in 2005 to 1,084 in 2006. Total crashes declined almost 10 percent, from 350,838 in 2005 to 315,322 in 2006.

Traffic Injuries



However, for the first time in six years, alcohol and/or drug-related traffic deaths rose from 408 in 2005 to 440 in 2006, a jump of almost 8 percent. That represents just over 40 percent of all traffic deaths. Michigan has not experienced an alcohol/

drug involved percentage in traffic deaths that high in more than 10 years.

Some of the increase can be attributed to a rise in drug-impaired involvement in crashes, which rose 16 percent in 2006. Michigan's .08 drunk driving law allows motorists who are impaired by illegal drugs to be charged under the intoxicated driving statutes. As a result, officers are more frequently requesting blood tests to detect the presence of illegal drugs, which may be leading to a more accurate picture of alcohol and drug involvement in traffic crashes.

The decrease in deaths and injuries is due in part to Michigan's record-high safety belt use rate. The current use rate of 94.3 percent is second highest in the nation. Other factors also credited include improvements in road design and intersections, as well as continuing vehicle safety improvements such as air bags, anti-lock brakes and electronic stability control.

The crash data also shows:

- >> **Motorcycle crashes** decreased, from 3,504 in 2005 to 3,296 in 2006. The number of motorcyclists killed fell approximately 7 percent, from 122 in 2005 to 114 in 2006.
- >> **Commercial motor vehicle** crashes fell nearly 16 percent, from 15,635 in 2005 to 13,059 in 2006.
- >> **Deer-vehicle crashes** rose about 4 percent, from 58,741 in 2005 to 60,875 in 2006. There were 12 people killed in deer-vehicle crashes in 2006, up from 9 in 2005.



Safety belt enforcement effort starts May 21

LAW ENFORCEMENT KITS WILL HELP PUBLICIZE ENFORCEMENT EFFORT

Michigan has reached a record-high safety belt use rate of 94.3 percent, and has been ranked second in the nation in safety belt use. But this summer the Office of Highway Safety Planning (OHSP) is trying to save even more lives by reaching the remaining 6 percent of motorists who don't buckle up.

Despite the state's extraordinarily high belt use rate, 45 percent of passenger vehicle occupant fatalities were not buckled up in 2005. Traffic fatality statistics also indicate belt use plunges in the late night/early morning time periods.

In short, much remains to be done to improve belt use and have a continued positive impact on traffic deaths. To help save lives, OHSP

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is coordinating the *Buckle Up or Pay Up, Click It or Ticket* mobilization May 21-June 3, which includes the Memorial Day Weekend. This is the only multi-week, statewide safety belt campaign scheduled this year.

OHSP is funding overtime in 55 counties for law enforcement officers to conduct safety belt enforcement zones. Hundreds of other agencies will also participate by focusing on safety belt enforcement efforts during that two-week period. For every one percent increase in belt use, an estimated 10 lives and 130 injuries are prevented in the state.

To make sure that the 6 percent of Michigan residents who don't buckle up know about the upcoming enforcement effort, OHSP has developed special communications kits with materials designed to reach them where they live, work, and play. These kits are being mailed to all Michigan law enforcement agencies.

In addition, several companies have agreed to promote the campaign by putting up posters and utilizing trash can stickers. They include: Gander Mountain, NAPA, Cabela's, MC Sports, and ACE Hardware. Thousands of convenience stores and automobile repair businesses will also be receiving materials for use.

To order any of the materials to publicize the May Buckle Up or Pay Up, Click It or Ticket enforcement effort, contact Lynn Sutfin at (517) 333-5754 or sutfinl@michigan.gov.



May kicks off the start of the motorcycle riding season

The month of May brings warmer weather, colorful flowers, and the start of the motorcycle riding season to Michigan. It's also Motorcycle Safety Awareness Month, a time when motorists are reminded to watch out for the two-wheeled vehicles and motorcyclists are urged to take precautions.

A May 1 news conference at the Richard H. Austin Building in Lansing will unveil a fleet of new training bikes for the Michigan Motorcycle Safety Program, as well as new safety materials encouraging motorcycle riders to get trained and endorsed.

To legally ride a motorcycle on Michi-

gan roads, motorcyclists must have a valid driver's license with the motorcycle endorsement "CY." To get endorsed, riders must take vision and knowledge tests and complete a certified motorcycle safety course or pass a skills test from a third-party testing agency.

In 2006, motorcycle crashes decreased from 3,504 in 2005 to 3,296. The number of motorcyclists killed also fell approximately 7 percent, from 122 in 2005 to 114 in 2006. Statistics have shown that in nearly 45 percent of motorcycle fatalities, the rider was not endorsed.

For more information on motorcycle endorsements, visit www.Michigan.gov/sos.

Nominations sought for Roadway Safety Awards Competition

The Road Safety Foundation and the Federal Highway Administration are seeking nominations for the 2007 National Roadway Safety Awards competition. This awards competition is conducted to recognize outstanding roadway safety achievements.

Public and private sector state, regional, and local organizations are eligible

to apply. Awards are presented in three categories: infrastructure, operational improvements, and programs that address safety needs through data, evaluations, and planning.

Applications must be received by June 1. Visit www.roadafetyawards.org for more information and an application.

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Chuck Hurley, chief executive officer of M.A.D.D., kicks off the 12th annual Michigan Traffic Safety Summit, which was attended by more than 450 people.

Michigan Traffic Safety Summit draws record crowd

The 12th annual Michigan Traffic Safety Summit hosted more than 450 exhibitors, attendees, and speakers March 13-15 at the Kellogg Conference Center & Hotel in East Lansing. This year's Summit was the longest and most widely attended event to date.

Chuck Hurley, chief executive officer of M.A.D.D., kicked off the three-day conference by outlining the organization's ambitious plan to eliminate drunk driving. Other featured speakers traveled from Virginia Tech Transportation Institute, Henry Ford Hospital Sleep Center, National Sleep Foundation, National Traffic Law Center, Insurance Institute of Highway Safety, Federal Highway Administration, and the University of Michigan Trauma Center.

Attendees had the opportunity to discover findings from a recent study of 100 cars equipped with cameras and sensors

to monitor driver behavior for a year. The study captured crashes, near-crashes and other events, allowing researchers an unprecedented look at driver behavior and crash causation.

The role of fatigue in driving, how technology may be affecting safety and the driver, and how crash scene information can assist with emergency room response were other featured general session topics.

In addition, thirty-five workshops were offered, including the sessions: When Boomers on Bikes Go Bang; Reducing



Summit attendees visit with exhibitors during one of the breaks.

High-Risk Behavior by Teen Drivers; Ambulance Safety: Kids, Lights, and Sirens; Lane Departure and Rumble Strips; and Identifying Senior Drivers at Risk: Assessment and Accommodation.

What's Ahead

APRIL

- >> **Alcohol Awareness Month**
www.nih.gov

MAY

- >> **Motorcycle Safety Awareness Month**
www.nhtsa.dot.gov
- >> **National Bike Month**
www.bikeleague.org
- 20-26 **EMS Week** www.acep.org
- 21-6/3 **Buckle Up or Pay Up, Click It or Ticket mobilization** www.michigan.gov/ohsp

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GTSAC presents traffic safety awards

Ten individuals and organizations were honored for their traffic safety efforts by the Governor's Traffic Safety Advisory Commission at its annual awards banquet March 15 in East Lansing. Eight traffic safety and two long-term awards were presented.

The GTSAC was formed in 2002 to serve as the state's forum for identifying key traffic safety challenges and developing and

implementing plans to address those issues. The state agencies that comprise the GTSAC are: Community Health, Education, State, State Police, Transportation, Office of Services to the Aging, Office of Highway Safety Planning, and the Office of the Governor. There are also three representatives of local government appointed by the governor. 2006 winners included:



The Michigan Sheriffs' Association for Sheriffs Telling Our Parents and Promoting Educated Drivers, which promotes good driving habits among young drivers through a program that requires officers to inform enrolled parents if their teen driver is stopped by police for any type of violation. Pictured are (l. to r.) GTSAC Chair Robert Morris, Secretary of State Terri Lynn Land, and Terry Jungel, MSA executive director.



Specialist Lieutenant Gary Megge and First Lieutenant Thad Peterson, Traffic Services Section, Michigan Department of State Police, for using proven traffic safety engineering principles to establish realistic speed limits throughout the state in an effort to reduce crashes, maximize safety, and improve overall traffic flow in Michigan. Pictured are Megge, Morris, and Peterson.



Sergeant Mark Bos of the Holland Police Department, for his commitment to traffic safety throughout his 33 years as a law enforcement officer. Sergeant Bos dedicated his career to improving traffic safety in all forms in Ottawa County through various education and enforcement efforts. Pictured are Bos and Land.



Steven Reed of Granger Container Service, Inc., for the Slow Down to Get Around campaign to increase the safety of public service workers by encouraging motorists to slow down when approaching and passing public service vehicles on and near the roadway. Pictured are Morris and Reed.



Kay Shabazz for battling aggressive driving by establishing Reaching Out Against Road Rage, which has increased awareness of this issue and provided advocate support and assistance to victims and their families. Pictured are Shabazz and Morris.



Michigan State University (MSU) for making a major commitment to address the issue of personal injuries on campus over the past ten years. MSU took a holistic approach by addressing all modes of transportation in making improvements to campus traffic flow. This has resulted in a 62 percent reduction in crashes and an 83 percent decrease in injuries since 1995. Pictured are MSU Vice President Fred Poston and Land.



Wayne State University Transportation Research Group for increasing awareness of traffic safety issues such as safety belts, child passenger safety, sober driving, and the use of protective gear through Drive Safely to Wayne State, a three-day public information event. Pictured are Dr. Tapan Datta and Morris.



Jeff Mitchell of the Van Buren County Road Commission, for the Education and Prevention of Impaired Crashes program, which educates young drivers about the dangers of impaired driving through the use of a simulator car and fatal vision goggles and an injury prevention presentation by nurses from Bronson's Level I Trauma Center. Pictured are Morris and Mitchell.



Sergeant Cathy Fitzgerald, Jackson Post, Michigan Department of State Police, for the Networking, Educating, Advertising, and Reinforcing program, which links schools, law enforcement, and local media to prevent the often tragic results of underage drinking through prevention education, peer support, and enforcement efforts in Jackson, Hillsdale, Lenawee, and Calhoun counties. Pictured are Fitzgerald and Morris.

Eric Smith, Macomb County Prosecutor, for keeping habitual drunk drivers off the road by forfeiting the vehicles of repeat drunk drivers and utilizing the funds generated for law enforcement equipment, training, and donations to charities. (no photo available)

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Michigan Law Enforcement Liaisons honored

Michigan Law Enforcement Liaisons (LEL) were recently recognized by the National Highway Traffic Safety Administration (NHTSA) for achieving an 88 percent law enforcement participation rate for the 2006 Click It or Ticket mobilization. The liaisons were honored during the 2007 NHTSA Great Lakes Region LEL meeting in Wisconsin.

Eight LELs work with law enforcement agencies across the state to encourage

participation in safety belt and drunk driving enforcement efforts, assist them with training needs, and promote traffic safety issues.

There are more than 600 law enforcement agencies in Michigan, and such a high commitment of participation by these agencies has helped the state achieve its record-high safety belt use rate of 94.3 percent, making it second in the nation in safety belt usage.



Michigan traffic safety successes studied

Michigan's high level of commitment and rate of success in traffic safety is the subject of two separate federal studies.

The Federal Highway Administration (FHWA) is conducting a case study of innovative and successful traffic safety practices in Michigan.

The study will document common traits among states that have demonstrated long-term success in reducing highway fatalities. This information will be used to assist other states implementing strategic highway safety plans and improving transportation safety. In addition to Michigan, FHWA is studying Iowa, Minnesota, and Washington.

In addition, Preusser Research Group is

reviewing Michigan and nine other states' successful safety belt programs. Seat belt use rates vary widely across the nation, ranging from 64 to 96 percent. The National Highway Traffic Safety Administration commissioned the study to determine what factors contribute to high belt use and to identify strategies that other states could employ to increase belt use.

The study will analyze and document reasons for the Michigan's successful increase to 94.3 percent. It will include information on the state's culture, climate, safety belt use history, type of enforcement used, media outreach, funding, and the public's perception.

The report is due out later this year.

Two Michigan officials named to Federal Traffic Safety Advisory Committee



Capt. Robert Powers



Michael Irwin

Captain Robert Powers, commanding officer of the Michigan State Police Traffic Safety Division, and Michael Irwin, director of the Michigan Center for Truck Safety, were recently appointed to the Federal Motor Carrier Safety Administration's (FMCSA) Motor Carrier Safety Advisory Committee.

Powers will represent the State Enforcement Sector and Irwin will represent the Safety Advocate Sector. Both

representatives were selected for their extensive knowledge, training, and experience in motor carrier safety issues.

Powers joined MSP in 1972, and his current responsibilities include oversight of the state's commercial vehicle safety and enforcement programs. He also serves on the Michigan Truck Safety Commission.

Irwin, who has 35 years experience in the transportation industry, has been with the Center since 1997. In that time, he has achieved certification as a director of safety and as a driver trainer from the North American Transportation Management Institute and became director in 2003.

The advisory committee consists of 20 members from across the U.S. who will serve two-year unpaid terms. The committee will provide advice and recommendations to the FMCSA's administrator on motor carrier safety programs and regulations.

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The PAAM Corner

Administrative rule changes for breath testing in effect

On February 2, 2007, new administrative rules on how a breath test is done went into effect. There are a few changes that need to be noted. One significant change is the requirement during the fifteen-minute observation period.

It now says: "A person may be administered a breath alcohol analysis on an evidential breath alcohol test instrument only after being observed for 15 minutes by 1 or more appropriate class operators pursuant to R 325.2658(4) before collection of the breath sample, during which period the person shall not have smoked, regurgitated, or placed anything in his or her mouth, except for the mouthpiece associated with the performance of the test. The observation may be conducted by more than 1 operator working in concert. The operator need not stare continuously at the subject, but must be close enough to be aware of the person's actions and conditions. The operator may complete paperwork, enter data into the breath test instrument, or conduct other reasonable tasks during the observation period provided the subject is within the operator's field of vision. Breaks in the observation lasting only a few seconds do not invalidate the observation if the operator can reasonably determine that the subject did not smoke, regurgitate, or place anything in his or her mouth during the break in the observation." R 325.2655 Rule 5(1)(e)

The rule now states that more than one person can do the fifteen-minute observation, that the operator need "not stare," and that paperwork maybe completed while doing the observation. Note, however, that if more than one person is doing the observation, they both must be certified to operate a DataMaster test, or in other words, a Class 2 Operator.

Also in the rules are definitions of a number of words. A "calendar week" is now defined as "12:01 a.m. Sunday to midnight Saturday," and a "calendar month" is defined as "12:01 a.m. on the first date of any of the twelve months of the year to midnight on the last date of the same month."

Additionally, "should" and "shall" are also defined. Shall is defined as mandatory, and should is defined as recommended, but not mandatory.

For further information on these changes and PAAM training programs, contact David Wallace, Traffic Safety Training Attorney, at (517) 334-6060 or via email at wallaced@michigan.gov.

Consult your prosecutor before adopting practices suggested by reports in this article.



MSP Motor Carrier, Traffic Services merge to form Traffic Safety Division

On March 11, 2007, the Michigan State Police Motor Carrier Division and the Traffic Services Section merged into a new division named the Traffic Safety Division.

This realignment places all Michigan State Police traffic safety functions under one command.

"Doing so creates efficiencies, enhances coordination of traffic safety initiatives and creates additional synergetic opportunities, all of which strengthen the department's overall traffic safety efforts," said Captain Robert Powers, commanding officer of the Traffic Safety Division. "As demonstrated by this realignment, the Department of State Police continues to be committed to making traffic safety one of the agency's highest priorities."

Attorney General rules city can't ticket based on unmanned device

An ordinance adopted by a city that allows it to issue civil infraction citations for violating a traffic control signal from evidence gathered from an unmanned photo or video device that is located somewhere besides a railroad grade crossing is in conflict with the Michigan Vehicle Code and therefore invalid, Attorney General Mike Cox said in an opinion released January 30, 2007.

According to Cox, state law allows only police officers who actually witness traffic violations to issue citations. The only exception is using unmanned cameras at railroad crossings.

For a complete copy of the opinion, go to www.michigan.gov/ag/ and click on AG Opinions.

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Drowsy driving conference is September 20

The consequences of insufficient sleep can be costly. Find out what happens when employees and law enforcement officers don't get enough zzzzz's at the Wake Up, Michigan! Symposium, Thursday, September 20, 8 a.m. to 5 p.m., at the Steelcase University Learning Center, Town Hall, in Grand Rapids.

Sessions will focus on the importance of sleep, drowsy driving dangers, at-risk groups, countermeasures and emerging technologies, the legal and legislative impact of drowsy driving, fatigue from an officer's point of view, and employer risks and return on investment.

The symposium is targeted toward employers, law enforcement, engineers, and commercial motor vehicle fleets.

Speakers include Dr. Christopher L. Drake of the Henry Ford Sleep Center, Darrel Droblich of the National Sleep Foundation, Dr. Mark R. Rosekind of the Alterness Solutions/National Sleep Foundation, and Bryan Vila, author of *Tired Cops: The Importance of Managing Fatigue*.

The cost is \$40 and registration information will be available soon at www.michigan.gov/ohsp and www.michigan.gov/michnets. For more information, contact Dan Vartanian at the Office of Highway Safety Planning at (517) 333-5322 or vartanid@michigan.gov.

OHSP garners advertising awards

Two Michigan Office of Highway Safety Planning (OHSP) television commercials were honored February 23 by the Lansing Advertising Club in its annual ADDY Award competition.

...a testimonial to seat belts by a West Michigan woman involved in a horrific rollover crash that was captured on a law enforcement in-car camera.

OHSP garnered a gold award for its public service announcement (PSA) titled "Rollover-Emily," featuring crash footage and a testimonial to seat belts by a West Michigan woman involved in a horrific rollover crash that was captured on a law

enforcement in-car camera. The PSA was produced by Such Video, Inc. of Lansing.

A silver ADDY was awarded to OHSP's television commercial *Signs*, promoting the annual May safety belt enforcement campaign *Buckle Up or Pay Up, Click It or Ticket*. *Signs* was created by Pace & Partners of Lansing.

The Lansing Advertising Club is mid-Michigan's professional organization for the business of buying, creating, supporting and empowering advertising. ADDY Awards are presented for creative excellence, and the Lansing competition is part of the world's largest creative contest sponsored by the American Advertising Federation. Winners of this competition advance to the district level where they'll be judged against ads from markets such as Chicago, Indianapolis, and Detroit.

New data tool available through Michigan Crash Facts web site

A new query tool available on the Michigan Traffic Crash Facts web site—www.michigantrafficcrashfacts.org—allows for a geographic search by Michigan State Police district or Michigan Department of Transportation region.

This new query option will enable the user to obtain a more customized crash data analysis based on specific needs.

As an example, to determine how many 2005 crashes occurred each month based on the weather conditions in the MDOT "Metro Region," do the following:

- >> Click on year = 2005
 - >> Analysis Level = Crash
 - >> Analysis Variable 1 = Accident Month
 - >> Analysis Variable 2 = Weather
 - >> Geographic Filter= MDOT Region, then select Metro (at the bottom of the query is a list of counties included in the Metro region.)
 - >> Hit PROCESS at the bottom.
- This query can be saved for later use or

the data contained in the query can be saved for further analysis.

In the coming months, analysis/query by Metropolitan Planning Organization (MPO) Regions will also be available.

For more information, contact Steve Schreier, OHSP traffic records coordinator, at (517) 333-5306.



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T.E.A.M. is a valuable traffic safety resource for state's law enforcement



The Traffic Enforcement Association of Michigan (T.E.A.M.) has been developed for officers working the road with an interest in traffic safety and enforcement. The purpose is to increase the knowledge and skills of law enforcement professionals by using traffic enforcement as a means to reduce crime, traffic deaths, and injuries in Michigan.

T.E.A.M. membership is open to all active or retired law enforcement officers, deputies, constables, troopers, and motor carrier officers in Michigan. To join, visit www.michigantrafficteam.org and register as a member.

T.E.A.M.'s web site also serves as a centralized resource for all traffic-related issues.

These resources include:

- >> Current training opportunities offered throughout the state
- >> Legal updates
- >> Law enforcement conferences
- >> Police supply vendors
- >> Information and training for OHSP grant project directors
- >> Model traffic programs from agencies throughout the state
- >> Law enforcement forum
- >> Law enforcement recognition
- >> Access to traffic crash data and analysis tools.

For more information, call (517) 204-9420 or visit www.michigantrafficteam.org.

MADD honors six officers with Life Saver Awards

Mothers Against Drunk Driving (MADD) honored the 2006 MADD Life Saver Award recipients at a special recognition ceremony on February 22. Each year, MADD selects six road patrol officers for their outstanding role in combating drunk driving. The award selection is based on the following criteria: the officer's community outreach such as public speaking to schools, youth groups or other related



activities; the number of drunk driving arrests; the service area's population base; and the agency's size.

2006 MADD Michigan Life Saver Award recipients are:

Trooper Eric Wilber
Michigan State Police Bay City Post

Trooper Daniel Rebar
Michigan State Police Ypsilanti Post

Officer James Reamsma
Lakeview Police Department

Officer Tom Cole
Fenton Police Department

Deputy Wesley Bierling
Newaygo County Sheriff's Office

Deputy David Labonte
Allegan County Sheriff's Office

CPS workshop allows technicians to update training

A Child Passenger Safety (CPS) Training Workshop hosted by the CPS Team – comprised of the Office of Highway Safety Planning, Michigan Department of Community Health Injury Prevention section, Marquette County Health Department, and Marquette County Sheriff's Office – on March 12, allowed 79 participants to receive additional training. The workshop provided attendees with continuing education units (CEUs) that are required to maintain their child passenger safety technician certification.

The presentations included an overview of the new national technician recertification process, new vehicle technology, crash test studies, occupant restraint systems, LATCH system updates, and new car seat product demonstrations.

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